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**A. S. WATSON & CO.,
LIMITED,
HONGKONG AND CHINA.**

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NOTICE TO CORRESPONDENTS.

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news column should be addressed to THE
EDITOR.
Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
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The Daily Press.

HONGKONG, NOVEMBER 12th, 1914.

THE news that both the *Emden* and the
Koenigsberg have been put out of action
brings welcome relief to the mercantile
and shipping communities and to the
travelling public, for these roving pirates
have been a source of much anxiety during
the past few months. No ship of the
German Navy has done more notable work
since the war began than the *Emden*. She
had captured no fewer than nineteen
merchant ships, and sunk fifteen, many
of them laden with valuable cargoes,
sparing three for the humane purpose of
saving the lives of the officers and crews
of the ships she sank and keeping one—
a Greek vessel—as a supply ship until it
was captured by a British cruiser. In
addition, she sank the Russian cruiser
Jemchug and the French destroyer
Mousquet in the harbour of Penang.
And all this has been accomplished while
many warships of the Allied Powers have
been hunting for her in the maze of the
archipelagoes of the southern seas as well
as in the vicinity of the trade routes of
the Indian Ocean. Captain VON MUELLER
has won the admiration of friend and foe
alike for the skill and resource he has
shown, and especially for the manner in
which he has "played the game" with
the officers and crews of the merchant
ships he has sunk. This admiration,
however, was somewhat diminished by the
reports which credited him with flying
false colours in order to enable him to

gain an entry into the harbour of Penang,
but these allegations still require
confirmation. If the story is true it is
singular that it does not figure in the
reports reproduced yesterday from a
Penang contemporary. To rig up a
dummy funnel, in order to transform the
ship's appearance is a legitimate *ruse de
guerre*, but the use of another nation's
flag by an enemy appeals to us as some-
thing to be as strongly condemned as the
illegitimate use of the white flag. A
writer in a Shanghai contemporary recalls
that about SIXTY YEARS ago when the
German Fleet attacked the Danish Fleet
the former fought under the black, red
and gold, which were to be the colours of
the new Empire, which at that time had
no legal existence. At the time Lord
PALMERSTON gave it as his opinion that in
fighting under such colours they rendered
themselves liable to be treated as pirates,
and threatened to treat them as such.
The appropriate penalty for piracy would
presumably be death. While the incident
quoted is, perhaps, not an exact parallel to
the report about the *Emden*, we share the
view that there is very little difference in
the underlying principle, which is "sail-
ing under false colours." Yet, it is
claimed that this is "the usual practice
of the nations generally," and in a
comment we reproduce on the subject in
another column it is specifically stated
that an authority on Prize Law affirms
that "British practice permits the use
of false colours." If that be the
case, the Commander of the *Emden* was
entitled to resort to the trick. But, as we
have said, it remains to be more clearly
established that the flag of another nation
was actually used. One of the original
reports alleged that the *Emden* was flying
a Russian flag; another said it was the
Japanese flag; but the detailed account
of the exploit, we published yesterday said
that when the ship was challenged on
approaching the harbour she gave herself
out as the "Yamouth coming to anchor."
If this statement is true, it is reasonable
to believe that she was flying neither the
Russian nor the Japanese flag. More likely
it is that she was flying the British flag, or
none at all. The Commander knew his
plight to be a desperate one and he took
the risk of a desperate man not only when
he entered the harbour of Penang but also
when he proceeded to Cocos, for he
must have known that the British Naval
authorities were unlikely to leave
unguarded an Imperial cable connection
of so much importance. In having to
face the Australian cruiser *Sydney*, a
superior ship in all respects, the *Emden*
had little chance of escape. The fuller
particulars of the action will be eagerly
awaited. When forced into action the
Germans appear to have gallantly fought
the ship, and that fact in itself brings all
the more credit to the Australian cruiser.
The sporting instincts of the British
people enable them to appreciate the
good points of a foe, and an expression
of satisfaction that the *Emden* has been
accounted for is invariably followed by
the hope that the Captain of the ship
is among those who have been spared.
The *Koenigsberg* is the cruiser that sank
the *City of Winchester* near Socotra and
subsequently, practically destroyed
H.M.S. *Pegasus* at Zanzibar. Now, only
the German ships which took part in
the recent naval action off the coast of
Chile remain in the Pacific Ocean—and
even these may by this time have made
their way into the Atlantic if, as the
German reports represent, they suffered
no serious damage in the engagement.
In any case their flight from this side
of the Pacific leaves the shipping routes
absolutely free from menace, and this
fact should speedily bring about a more
prosperous state of trade in Asia.

A Chinese who stole a blanket from the
Public Works Department's quarters was
sentenced to a month's hard labour and
four hours' stocks at the Magistracy
yesterday.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals
acknowledges with thanks a donation to
the funds of the Hospitals of \$10 by H.
Skott.

The Animatografo Macao gave the pro-
ceeds of a performance held on Monday
under the patronage of Dona Bertha de
Castro e Maia (wife of H.E. the
Governor) to a fund for the benefit of the
wounded of the Allied nations.

At the Magistracy yesterday, Inspector
Gerrard prosecuted a Chinese boatwoman
for the theft of a quantity of wire cable
worth \$30, and a steel chain, valued at
\$20, alleged to have been stolen from the
Blue Funnel liner *Atrous* on or about the
7th inst. Mr. Gulland, assistant manager
of Holt's Wharf, identified the property
as that of Alfred Holt & Company. The
defendant stated that her boat was
engaged by a man who took the wire cable
and chain ashore. The case was remanded
for further evidence to be brought.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DISASTROUS CONFLAGRATION
IN PEKING.

EUROPEAN FIRMS' GREAT LOSSES.

PEKING, November 10th.

The back block of Regins Buildings,
Legation Street, was gutted by fire this
morning, supposed to have been caused by
the fusing of an electric wire.

Within fifteen minutes the flames
enveloped the building, which was totally
destroyed.

Dr. and Mrs. Annhauser and Mr.
Blary were the only European residents
in the building, and they happily escaped
in time.

The American Legation Guards were the
first on the scene, followed by the Chinese
Fire Brigade.

No lives were lost, but the entire stocks
of Messrs. Ullmann and Sennel Freres,
two well-known French jewellery firms,
were destroyed.

Other firms who suffered are the Peking
Syndicate, the Asiatic Petroleum Com-
pany, the Peichang Coal Company, the
Lion Insurance Company, Messrs.
Dufour, Annhauser, and Clemann, and
the Bank of Communications.

Many unsigned notes were scattered
about, along with the contents of various
firms' premises.

The aggregate loss is estimated at over
Tls. 200,000, and falls on the North
British, Law Union and Rock Insurance
Companies.

FRENCH MILITARY OFFICERS

DECORATED.

PEKING, November 10th.

Decorations have been awarded to eight
French Military Officers.

SHANGHAI RACES.

THIRD DAY'S RESULTS.

Yesterday was the third day of the
Autumn Race Meeting at Shanghai. The
results were as follows:

FLYWAY HATE.

Mr. John Peel's President (Johnstone) 1

Mr. R. Macgregor's Ye Magician (Vida) 2

Sir Paul's Aldwych (Burkill) 3

Distance: 7 fms. Time, 1m. 48.1-secs.

GRAND STAND STAKES.

Mr. Lamerton's Mameluke (Rowe) 1

Mr. H. Morris's Wakefield (Stewart) 2

Mr. Elms's Moana (Hill) 3

The B. P. Kongs's Giddy Bird (D.H.) 4

Distance: 1m. Time, 2m. 10-secs.

PAUL-MUTUEL CUP.

Mr. Evelyn's Sir Pollock (Vida) 1

Mr. Durgor's Concession (Burkill) 2

The B. P. Kongs's Gay Bird (Brand) 3

Distance: 1 1/2 m. Time, 3m. 16.1-secs.

JOCKEY CUP.

Mr. Durgor's Concession (Burkill) 1

Mr. Evelyn's Sir Pollock (Vida) 2

Mr. H. Morris's Wakefield (Stewart) 3

Mr. John Peel's Moffat (Johnstone) 4

Distance: 1 1/2 m. Time, 2m. 47.4-secs.

CONSOLATION CUP.

Mr. Durgor's Concession (Burkill) 1

Mr. H. Morris's Wakefield (Stewart) 2

Mr. John Peel's Moffat (Johnstone) 3

Distance: 1 1/2 m. Time, 2m. 47.4-secs.

COSMOPOLITAN CUP.

Mr. Hongkew's Winston (Dalglish) 1

Mr. H. S. Hine's Kimberley (Hill) 2

Mr. Habitant's Some Strategist (Brand) 3

Distance: 1 1/2 m. Time, 2m. 50.1-secs.

CHAMPION SWEEPSTAKES.

Mr. H. Morris's Wakefield (Stewart) 1

Mr. Durgor's Concession (Burkill) 2

Mr. W. S. Jackson's Suffolk (Burkill) 3

Distance: 1 1/2 m. Time, 2m. 39.4-secs.

MANCHESTER STAKES.

The B. P. Kongs's Demure Bird (Brand) 1

Mr. J. I. Ezra's Sherwood (Owner) 2

Mr. John Peel's Dromore (Johnstone) 3

Distance: 1 1/2 m. Time, 2m. 47-secs.

NILE DESPERANDUM.

Mr. John Peel's Annan (Johnstone) 1

Mr. Habitant's Halite (Dalglish) 2

Mr. Rennis's Partisan (Hill) 3

Distance: 1m. Time, 2m. 6.4-secs.

WAR WITH TURKEY.

BRITISH PROCLAMATIONS.

It is notified in an extraordinary
issue of the *Government Gazette* that
a Proclamation has been issued in the
United Kingdom applying to the War
between Great Britain and Turkey all
proclamations which have been issued
relating to the War between Great Britain
and Germany, except the Order-in-
Council relating to the granting of days
of grace published in a *Gazette Extra-
ordinary* dated the 5th day of August,
1914.

ANOTHER BOMB OUTRAGE
AT CANTON.

TWELVE PERSONS KILLED.

Another bomb outrage occurred in
Canton on Monday evening, as a result of
which twelve natives were killed, and this
has now been discovered to be the work
of rebels belonging to Sun Yat Sen's
party.

The explosion, which took place in the
evening, occurred in Ching Nam Street,
in the Old City, and dangerously near to
General Lung Kan Kwong's Yamen;
the General being a brother of the
Governor of Canton, who was not present
in the Yamen when the bomb exploded.

The police have discovered that just
previous to the explosion two rebels were
seen walking to the north of Ching Nam
Street, and when near the residence of
Tsoi Kwok Ying, magistrate of the Shih
Woi District, they dropped the bomb, the
explosion of which killed all the persons
who were in the magistrate's house, includ-
ing Tsoi Kwok Ying himself, and the two
rebels were also killed on the spot. In
addition to the twelve persons who were
killed, many others were injured, and a
constable who was in the danger zone had
his left hand blown off.

One man has been arrested in connec-
tion with the outrage, and the police are
carrying out searching investigations.

Ten persons who were wounded by the
explosion have been taken to the Kwong
Wa Hospital.

BOMB EXPLOSION IN MACAO.

A bomb explosion also occurred in
Macao on Monday afternoon in a Chinese
house, where it was subsequently found
bombs were being manufactured. One of
the inmates was badly injured and three
other men who were found on the premises
have been apprehended.

HONGKONG FOOTBALL LEAGUE.

A general meeting of Clubs interested
in the Hongkong Association Football
League was held at the R.A. Barracks
last evening, Mr. Moran (H.M.S. *Tamar*)
presiding over a representative attend-
ance.

The following teams were elected to
membership for the current season:—
Hongkong F.C., The Navy, R.G.A., Staff
and Departments with Royal Engineers,
and Police. The Management Committee
was elected as follows:—Messrs. J.
Stalker (H.K.F.C.), A. A. Wilson
(R.G.A.), C. Reynolds (Police), J. L.
McPherson (Chinese Y.M.C.A.), and
Wood (Staff and Departments).

The current financial statement of the
Hon. Treasurer *pro tem* (Mr. F. W.
Eager), and also the statement of the
League finances, were approved by the
meeting. By this statement the League
ended with no assets and no liabilities.

Mr. Eager reported that since the
balance-sheet had been prepared for the
annual meeting he had received a sum of
\$25 promised in 1913 to the Hongkong
Interport Fund, together with \$15 from
the R.G.A. These sums were carried
forward to the League funds.

Mr. A. S. Ellis resigned the position of
Vice-President of the League, and Mr.
Moran was elected in his stead. Mr. F.
W. Eager was appointed Hon. Secretary
and Treasurer.

Entries were received from Victoria
Rovers, Chinese Y.M.C.A., and Confucian
Society for the second division of the
League, and the Hon. Secretary under-
took to interview or communicate with
responsible officers of other Clubs who
require to enter the competition.

HONGKONG'S WATER SUPPLY.

The water return issued by the Water
Authority detailing the storage of water
in the reservoirs on the 1st November
shows that at the end of October the
storage in the City and Hill district water-
works level was 716.71 million gallons,
compared with 684.40 million gallons at
the end of October last year. The
consumption of water was 166.65 million
gallons by an estimated population of
558,019, showing an average consumption
per head per day of 20.7 gallons, compared
with a consumption of 178.37 million
gallons by an estimated population of
355,319 and an average consumption of
22.3 per head per day in the similar
supply in all districts during October in
both 1914 and 1913.

The storage in million gallons in Kow-
loon Gravitation Reservoir was 352.50,
about 19 million gallons less than at the
end of October, 1913. The total consump-
tion in Kowloon by an estimated popula-
tion of 95,300 was 36.10 million gallons,
showing an average consumption per
head per day of 12.2, compared with a
consumption of 34.92 million gallons by
an estimated population of 93,500 in
October, 1913.

THE ROYAL HONGKONG YACHT
CLUB.

Boat owners are reminded that the
entries for the opening cruise to be held
on Saturday, 21st November, close on
Monday, 16th inst., at 12 o'clock noon.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, October 28th.

NEW BUILDINGS.

So far as the building trade is concerned
in the Capital there is no indication of
hard times or a belief that business is
likely to remain long in its present
unsatisfactory state. Operations are being
rushed on most of the new structures,
the idea, of course, being to complete the
actual-brick and stone work before frost
puts a stop to all outside work of this
description. The Banque de l'Indo-Chine
has made rapid progress since the summer
and the stone work is nearly completed.
Not so with the Chartered Bank opposite
the American Legation. It will probably
have to remain in the unfinished stage
during the winter months. The new
Peking Hotel gives promise of being open
at an early date. New blocks are going
up in the business centre of the city, and
Peking is every day becoming very
different to the ancient and secluded city
of fifteen years ago.

THE NATIONAL ASSEMBLY.

Though considerable modifications were
made on the draft regulations for the
organisation of the National Assembly the
scheme, as it passed the third reading of
the Constitution Conference on Saturday,
is substantially the same as outlined last
month. It introduces a form of representa-
tive Government. The La Fa Yuan will
have considerable initiative in legislation
and will have certain advantages as an
advisory body, but all real power is to be
retained by the President, who is deter-
mined that the administration will not
be hampered by preposterous claims from
experimental legislators. Little or no
adverse comment has been passed on this
scheme, and the explanation seems to be
that the people have come to trust the man
who has shown that he has no intention
of founding a dynasty. The suspicions
against the President having been dis-
pelled, there is a readiness to believe that
he is acting in the best interests of the
country, a belief which has been consid-
erably strengthened by his recent acts,
especially those which have shown his
impartiality in administering justice.

GENERAL CHANG.

The hero of Nanking is still with us.
He was to have left for the Yangtze on
Friday, and a special train was in
readiness to convey him southwards, but
at the last moment the General changed
his mind. On that afternoon he made a
call at the American Legation and was
introduced to General Barry, who was
here on a visit. The General invited
Chang Hsun to witness the inspection of
American troops which he was about to
carry out, and the Chinese General gladly
accepted the invitation, being an
interested spectator of the operations.
His motor car, armour-plated, was a
feature of the streets of the city, as it
dashed along at great speed with four
khaki-clad soldiers wearing queues and
armed with revolvers pointed outwards
standing on the footboard on either side.
His stay is associated with military
affairs, and he is believed to be urging
some scheme of his own upon the Govern-
ment.

FINANCIAL.

In spite of all the prophets China
manages to keep the administration going,
and there seems to be less pessimism than
one would expect. I am told that the
customs revenue for the past month is
distinctly good, and it is stated that the
Salt Gabelle will be able to hand over
another million to the Government.
Every little helps at the present time of
crisis.

The Chinese idea on the subject of
finances is well illustrated by the request
of the Governor-General of Shantung that
the sum of one million dollars realised in
that province from the sale of bonds for
the domestic loan be retained for the needs
of Shantung. The application was rightly
refused by the Administrative Head-
quarters, but the very fact that such an
application could have been seriously
made by a responsible official proves that
China has a long way to go before her
house can be set in order.

CONSCRIPTION.

The Chinese dearly love a pow-pow, and
one of the political parties and the
military men have been having an
academic discussion on the subject of
conscription, and have actually
formulated a scheme based on the German
system to be applied to China. The pro-
position is interesting as showing the
German inspiration which has been
imbibed by the military leaders, but at
the best it can only be described as a
waste of time. China cannot consider
such a proposition until she has money.
Doubtless this suggestion will make an
impression in the West and will probably
revive discussion in some degree on the
subject of the yellow peril, but the vision
of the armed hordes of Cathay reaching
over the two continents need not be con-
jured up yet awhile, if ever.

MARRIAGE COSTUME.

Appropos the preceding paragraph, a
further illustration of the Chinese dis-
regard of the practical for the trivial is
afforded by the announcement that the
Rites Bureau in the Administrative
Headquarters will shortly discuss the kind
of costume to be worn by bridegrooms and
brides, and after deliberation will recom-
mend to the President the adoption of a
certain form of ceremonial dress. At
present the Bureau is engaged in the
preparation of the drawings of the clothes
to be submitted to the President for
approval. In any other country the
scheme would be ridiculed and irrelevant
persons would make some kind of sugges-
tions for the use of the fool's cap, but not
so in China.

A MODEL ARMY FOR CHINA.

Various references have been made
lately in the Chinese Press to the
inauguration of conscription in China
on German lines, the institution of a
model army, to be composed of picked men
from northern units, and a special appeal
to sons of well-to-do families of Chihli,
Honan and Shantung to enlist. Here,
however, the scheme seems to get confused
with that of a body-guard for the
President. Much of this talk is, of
course, pure moonshine. But the plan
for a model army, to form the nucleus of
a well drilled, well organized and trust-
worthy force throughout China, is
undoubtedly genuine enough. From a
Chinese correspondent at Peking we
receive the following particulars:

There will, to begin with, be only two
"units" or regiments the units of which will
be picked out from the various Divisions of
the Northern Army and according to a recent
memorial from the Ministry of War, these
will be commanded by Generals Yin Chang
and Tsai Ao. The former is the chief aide-
de-camp of the President, and the latter
late Tutor of Yunnan and now member of
the General's Headquarters (Chingchunfu)
in Peking. The report that the President's
eldest son, Mr. Yuan Ke-ting, will become the
commander-in-chief of this Model Division
is untrue, but he will possibly be attached
to it, to gain military training under
General Yin Chang, who was educated in
Germany.

The undertaking is being watched with
great interest by those Chinese who can
appreciate its possibilities.—N.C. Daily
News.

THE "EMDEN'S" DISGUISES.

SOME INTERESTING OPINIONS.

The alleged disguising and flying of
Allies' flags by the *Emden* when she made
her sensational entry into Penang, has
resulted in many expressions of opinion
as to whether such tactics were a legitimate
ruse de guerre or a flagrant breach of all
good war principles. The following two
letters upon the subject appear in the
N.C. Daily News to hand.

Sir,—Whilst in Wei-hai-wei this summer
I asked a British naval officer the question
set forth in Mr. Wright's letter in this
morning's issue of your paper. The answer
was that it is one of the ordinary tactics of
naval warfare for a man-of-war to endeavour
to conceal her identity by every means in
her power, even to the extent of flying the
enemy's flag. By entering Penang in the
manner reported, the Captain of the *Emden*
was only adopting a perfectly legitimate
ruse de guerre. The incident, therefore,
need not affect the admiration and esteem
which few of us can withhold from this
gallant and chivalrous gentleman.

It is also part of the ordinary training
of naval officers to recognize the man-of-war
of different countries by other means than
by the flags they may choose to fly.

Sir,—Exact particulars of the use by the
Emden of the flag of a nationality other than
German are not yet forthcoming and it is
premature to criticize until we know the full
facts.

Most authorities consider it perfectly
legitimate for a man-of-war to use a neutral
or enemy flag when chasing an enemy vessel,
when trying to escape, and for the purpose
of drawing an enemy vessel into action. All,
however, agree that in immediately before an
attack a vessel must fly her national flag.

British practice permits the use of false
colours. (Holland, Prize Law § 200.) The
U.S. Naval War Code forbids it, but it seems
nevertheless that in the Spanish-American
War of 1898 two American men-of-war made
use of the Spanish flag.

There is also authority for stating that
Russian men-of-war in the Black Sea made
use of the Italian flag in the war between
Turkey and Russia in 1877.

In view of the foregoing, to stigmatize
the sailing under false colours as tantamount
to piracy seems somewhat invidious, and

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

LONDON, November 10th.
5.50 p.m.

A Paris communiqué states that the troops have consolidated their results of the last few days on the greater part of the front of La Basse to the Woeuvre. It is noteworthy moreover that we have progressed in the region of the Loivre between Rheims and Berry Aubac.

There is no change in Lorraine.

The enemy's attacks on the heights southward of Col de Sainte Marie and south east of Thann have all been repulsed.

THE "EMDEN" FORCED TO FIGHT.

DRIVEN ASHORE AND BURNED.

LONDON, November 10th.

It is officially announced that the German cruiser *Emden* was driven ashore and burned after a sharp action at Keeling-Cocos Island yesterday.

The *Emden* had landed an armed force on Keeling-Cocos Island for the purpose of cutting the cable, but the cruiser *Sydney* (of the Australian Squadron) arrived and forced the *Emden* to fight.

The *Emden's* loss is considerable.

Our losses are three killed and fifteen wounded.

MR. CHURCHILL'S CONGRATULATIONS.

Mr. Churchill has telegraphed to the *Sydney* and the Commonwealth Navy Board his warmest congratulations upon the brilliant entry of the Australian Navy into the war and the signal service it has rendered to the Allied cause.

GERMAN CRUISER "KOENIGSBERG" BOTTLED UP.

LONDON, November 10th.

It is officially announced that the German cruiser *Koenigsberg* is imprisoned in Rufgi River, German East Africa, by the sinking of colliers at the mouth of the river.

H.M.S. *Chatham*, which bottled up the *Koenigsberg*, bombarded her and a portion of the crew who had entrenched themselves on the river bank, but owing to the dense palm-groves it was impossible to estimate the damage done.

With the exception of the German cruisers participating in the recent engagement off the coast of Chile, the Indian and Pacific Oceans are now free of German cruisers.

THE NAVAL FIGHT OFF CHILE.

THE GERMAN REPORTS.

The telegrams in the Manila papers, from German and American sources, which appear indeed to be identical, do not clear up the mystery of the Naval action. The action took place off Coronel on November 3rd, and on the following day the *Scharnhorst*, *Nürnberg* and *Gneisenau* are reported to have entered Valparaiso undamaged. Another telegram says the *Monmouth* was sunk, the *Glasgow* and *Otranto* escaped, while the *Good Hope* and also the German cruisers *Leipzig* and *Dresden* have not been reported. A telegram from Valparaiso, dated November 4th, says the German Admiral reports that his ships the *Leipzig* and the *Bremen*, not the *Dresden*, as reported in earlier dispatches, were slightly damaged in the engagement with the British fleet.

In the fight, which took place off Santa Maria Island, the Germans opened at 9,000 metres and closed at 8,000.

There seem to have been some mute inglorious Poes and Stevensons among the British troops who have found expression in this war. A driver in the Royal Field Artillery describes the retreat from Mons thus: "It was like being seized by a madman after you had come out of a serious illness, and forced towards the edge of a precipice."

School publishers, especially of geography manuals, will have their activities considerably curtailed by the war. A well-known firm, for example, has had to suspend the issue of a new school atlas, which was on the point of publication, because the maps of Europe and its countries will possibly require drastic alteration when the war is over.

British soldiers under twenty years of age are not sent on service. They are, therefore, excluded from the Expeditionary Army. The average age of the rank and file of the Foot Guards and infantry of the line serving in England (exclusive of those under twenty years of age) is approximately 24 years. The average of a French and German infantry soldier in peace is approximately twenty-two. In war, that of the French active army, with its reserves, is from 27 to 28, and of the German first line troops and reserves from 28 to 33. The total weight carried by a British infantry soldier in war is 50lb. 11oz., against 50lb. 10oz. carried by a German and 58lb. by a French soldier.

WAR NEWS.

8,179 CASUALTIES IN ONE LIST.

GROWING GERMAN DEATH ROLL.

The thirty-fifth German official casualty list published towards the end of September is as follows:—
Killed. Wounded. Missing.
Officers..... 60 150 7
Men..... 801 5,740 1,485
Total casualties—8,179.
The sixth naval casualty list contains the names of 1 man killed and 31 officers and 435 men missing.

GERMAN PRISONERS IN ENGLAND.

PEKING, November 4th.
The following official telegram from the Foreign Office has been handed to Reuter's agent in Peking:—

LONDON, November 3rd.
The *Dreadnought* *Anzeiger* reports a statement by the German Foreign Secretary that the American Ambassador in London was requested to make a personal inquiry into the treatment of German prisoners in England, and, if the complaints were substantiated, to request immediate redress. The representative of the American Embassy in London specially charged with German interests visited several of the camps where German prisoners are interned and made a report pronouncing the conditions to be satisfactory.—*Reuter*.

KAISER'S PRIZE.

FOR HOME ATTACK ON ENGLISH TOWNS.

Information reached Amsterdam, from Berlin last month, that the Kaiser has promised to confer a special decoration of the second class of the Order of the Red Eagle on the first German aviator who succeeds in dropping explosives on London.

Other lesser, but still unusual, honours are promised to German aviators who succeed in dropping explosives either on a British warship or on some other town in England.

CARNAGE ON A RIVER.

20,000 GERMAN CORPSES CARRIED DOWN THE NIEMEN.

Details of the repeated attempts made by the Germans to cross the Niemen River to the northwards of Grodno (East Prussia) have come to hand. These show that on September 23rd the Russian rear-guard was transferred to the right bank of the river. The Germans, subsequently not noticing any signs of opposition, constructed pontoon bridges over the river. Their troops then poured across, but cleverly-screened Russian guns opened a concentrated fire that swept them in hundreds into the river. A prolonged artillery duel ensued, and the Germans again attempted to throw troops across the stream, but none reached the opposite bank.

A hundred hurled corpses floated down the stream. The Germans vigorously maintained their bombardment and made a last desperate effort in the evening. Their columns in close formation proceeded to the crossing, and again every man was mowed down by machine guns. Finally the German batteries were silenced one after another by the Russians' steady fire, and the enemy retreated eight miles. The Cossacks then crossed on the German pontoons and pursued and harassed the fugitives. One account states that 20,000 German corpses were carried down the Niemen.

HELD THEIR GROUND.

FRENCH POST 62 HOURS UNDER FIRE.

A French officer who is in hospital in Paris, having been wounded in the head by a shell, has given the *Matin* a graphic account of the fight in which he fell.

At nine o'clock in the evening," he says, "I received the order to advance, to stretch myself as well as I could, and resist to the end. My company took up its position in a pouring rain, and about half-past two in the morning three shots fired by our sentries warned us of the approach of the enemy.

"The Germans, who had been taking cover in a wood, crept to within 200 yards of us, when they formed up and charged. I commenced volley firing, and whole ranks of the Germans fell, but they continued to advance. Our well-directed fire arrested their advance when they were thirty yards from our trenches.

"During the night a bugle sounded 'Cease fire,' but it was a German bugle. I was not deceived, and I shouted with all my power so as to be heard by the enemy. 'Fire independently.' The Germans fled.

THE WHITE FLAG.

"A few minutes later a German officer appeared carrying a white flag. I advanced from the trench, accompanied by four men. 'We are sixty,' said the envoy, 'and we wish to surrender.' I replied, 'Advance in order.'

Four men wounded in the legs staggered forward, and my men, believing the fight finished, showed themselves above the trenches. A Maxim hidden in the wood immediately opened fire on us with a hail of bullets, while a fresh attack was commenced.

I gave the order to recommence volleying, and for the time the Prussians decamped. They left many dead and wounded, and the following day we found that six men, armed with rifles, who had fallen in the front ranks of the enemy, wore the Red Cross on their arms.

62 HOURS UNDER FIRE.

"As a result of this skirmish, which was important as warning the troops behind us, we received the following reward, of which we are all proud:—The commander of the regiment mentions in the Order of the Day X and Y Companies, who remained sixty-two hours under the fire of the enemy's infantry and in the open field and in the rain without fresh supplies of food, and who repulsed two night attacks, losing a fifth of their effective, without one man thinking of leaving his post.

"The order mentions one Detachment in the thigh at midday on September 18th, who continued to fire until half-past nine in the evening, and only quitted his post when the company was relieved."

£1,750,000 TRICK.

HOW GERMANS PAY THEIR DEBTS.

IN WAR LOAN PAPER.

German firms owing money to Bradford export merchants have intimated (says a London contemporary) they are investing the amounts due in the German war loan, and will send the scrip to Bradford as payment for trade debts. The export merchants in Bradford and district require £1,750,000 from Germany and it is urged that the Government should take action.

Recently a clearing house was suggested to deal with liabilities and assets as between Germany and Great Britain. This action by German traders, it is contended, should set aside any scruples against such a plan. German traders have also intimated that they will not respect any contracts made before the war. Up to the present Bradford merchants have believed that debts would be paid and contracts respected.

At a private meeting of the Council of the Chamber of Commerce, it was recommended that if the Government is willing to make advances against approved foreign trade debts, such advances should be up to 75 per cent. of the total. Returns showed that traders in Bradford and district want about £6,000,000 from the Continent of Europe, the United States, and some States in South America.

LETTERS OF AN ENGLISHMAN.

A LITTLE PLOT IN THE POST.

A curious document is being posted anonymously to business houses in the City of London. It arrives in a plain envelope, marked "Private," and consists of a single typewritten sheet. "What is 'Tommy Atkins' fighting in France and has his bones broken for?" it asks. "It seems to be time for Tommy to come back and to stop the war, as evidently if our country wanted similar assistance from France in time of need we should probably not get it."

The rest of the letter is in the same vein and in the same peculiar English. It is an appeal to business men to get the war stopped for the sake of their trade.

Inquiries at the General Post Office yesterday revealed the fact that City firms have complained of the receipt of this queer letter, but as it is sent in a plain envelope with a penny stamp the authorities cannot interfere. However, the attention of the police has been drawn to the document.

It is at least certain that this latest German scheme cannot have the least effect on any of those who receive the letter.

GREAT BRITAIN'S GREATEST NAVAL CAPTAIN.

Mr. Harold Begbie points out the significance of Sir John Jellicoe's appointment to the supreme command of the British Navy. "Sir John Jellicoe," he says, "the greatest of our captains, is in supreme command to the considerable astonishment of the Germans, and all the drawing-rooms of London and all the powerful cabals of society have not been able to place either a gifted blunderer or a second-best at the head of the British forces. To give Great Britain her greatest captain, Mr. Churchill not only had to ignore the social world, but had actually to pain a number of very able and brilliant seamen—Sir John's seniors. It was an act of high courage, and an act that could only be justified by the immense issues that hung upon it. And by that act of courage Mr. Churchill gave inspiration to the British Navy, for Sir John Jellicoe is the Navy's choice."

HAVOC BY FRENCH GUNS.

GERMANS MOWN DOWN.

A *Times* correspondent in North-Eastern France, describing the fighting in which the German attempt to encircle Lille was defeated, and the Germans were driven off, says that the havoc wrought by the French guns was terrific. He quotes an eye-witness as saying:—"I was near our men all day, and never heard a German gun. Our guns simply mowed them down."

BREAKDOWN OF GERMAN TRANSPORT.

The correspondent adds:—"This lack of German Artillery bears out the repeated rumours that their transport has broken down seriously all along their northern and Belgian lines of communication."

DESPATCHES.

Swift as a bullet out of a gun
He passed me by with an inch to spare,
Raising a dust-cloud thick and dun
While the stench of lubricant filled the air.
I must admit that I did not like
The underdog on his motor-bike.

I have seen him, too, at the wayside inn,
A strapping lad scarce out of his teens,
Grinny, but wearing a cheerful grin;
A young enthusiast, full of beans.
While his conversation was little better
Than pure magnet and carburetter.

Now he, he has got the chance of his life,
The chance of earning glorious scars,
And I picture him scouring a land of strife,
Crouching over his handle bars,
His open exhaust, with his roar and stench,
Like a Maxim gun in a British trench.

Lad, when we met in that country lane
Neither foresaw the days to come,
But I know that if ever we meet again
My heart will thro' to your engine's hum,
And to-day, as I read, I catch my breath
At the thought of your ride through the hail
Of death!

But to you it is just a glorious lark;
Scorn of danger is still your creed.
As you open her out and advance your spark
And humour the throttle to get more speed,
Life has only one end for you,
To carry your priceless message through!
—*Daily Mail*.

TOUCHSTONE.

THE TRADE WAR.

An official announcement circulated through the British Consulates states that Canadian manufacturers have applied for names of British manufacturers of goods hitherto ordered from Germany and now trade is springing up which will continue after the war and permanently exclude much German trade from Canada.

British prohibition against import of sugar has struck a heavy blow at the German and Austrian trade. Exchanges are already rising rapidly against them owing to their large purchases abroad, and sugar being the chief export of great value which they can send out in exchange for goods received from abroad. The United Kingdom is the only ultimate big market for sugar but has ample supplies owing to foresight of Sugar Commission which will permit retail sale without loss at a rate below that now current. The present measure defeats enemy's effort to turn stock into money and nullifies recent action in allowing export of sugar.

SITUATION BECOMING SERIOUS AT TRIESTE.

ROME, October 12th.

The *Messaggero* reports a serious situation at Trieste. It says that the Governor has ordered the Police to make a list of 1,000 prominent Italian citizens who are destined to imprisonment in Austrian fortresses in the event of Italy declaring war, and that the Austrian Government, in a Manifesto, announce that the least manifestation in favour of Italy will be punished by shooting without trial, also accompanied by the hanging of Trieste Deputies and seven prominent persons.

MAMMOTH WAR LOAN.

LONDON, November 3rd.

The *Daily Telegraph* states that the Government are shortly issuing a war loan of two hundred millions sterling, redeemable in ten years, at four per cent.—*Reuter*.

A DIFFERENT TUNE.

WHEN FRENCH NATIVE TROOPS FALL UPON PRUSSIAN GUARDS' BAND.

During the battle of the Aisne a French General commanded the African troops and two regiments of Zouaves to assault a strong position held by the Prussian Guards. The Zouaves trenched well, and then advanced with the intention of running only a few hundred yards, but as soon as they heard the band of the Prussian Guards playing they fell upon the bandmen, and the latter tried to ward off the bayonets with their musical instruments. One Zouave sent his bayonet through the big drum and spitted a stout German drummer behind it.

GERMAN AND TURKISH MILITARY AUTHORITIES.

The Constantinople correspondent of the *Reich* states (October 2nd):—

Angry quarrels have occurred between the German and Turkish authorities. The former complained of the idleness, indiscipline, and disorganisation of the Turkish war services, whereupon many of the Turkish chiefs of department, including the commissariat and road maintenance, refused to co-operate further with the Germans.

BRITISH PRISONERS PLAYING FOOTBALL.

The Germans have established a camp in which are detained 18,000 prisoners of war, at Wesel, near the Dutch Frontier. It is surrounded by high fences of barbed wire. The French soldiers are compelled to dig ditches under the orders of armed Germans, but the British Tommies are playing football.

SUCCESS OF ENGLISH AVIATORS.

The *Morning Post's* correspondent at Compiègne, describing the success of the English aviators in the aerial duel, adds:—"During the recent movements of the troops, our aeroplanes have been specially busy keeping off aerial scouts. The German aeroplanes are very busy and very useful. The French are very plucky, but a trifle slow. The British machines are the fastest of all."

STUDENTS' WAR SPIRIT.

According to a correspondent of the *N.C. Daily News* the following is a summary of the feelings of students who possess the war spirit:—

"The Great Powers of Europe are now engaged in the greatest war of history. Each of the countries engaged has fallen into the boiling whirl, and is eager only to destroy the very life of the others. Their wealth is being recklessly wasted, and this will continue till it has all gone. Countless numbers of the people will be flung into the jaws of death, and will be ruthlessly devoured. The great and wide influence of these countries which they have exercised in the past will be altogether destroyed, and will come to naught. They will have no other time for leisure to think about the Chinese here in the East. Our country still is potentially great. We have wide areas, and great reserves. It will not be hard, indeed, it will now be easy for us to rise and make ourselves a very strong country, and there will be no one to hinder us."

The wool brokers in England have formed a league to prevent the purchase of wools suitable for army requirements by neutrals on behalf of Germany. There have been heavy purchases of wools in neutral territories who were known to have business relations with Germany. This has aroused suspicion, and brokers now have organized to ascertain the ultimate destination of the wool before any unusual order even is considered.

WAR ITEMS.

The total amount subscribed in Shanghai for the Prince of Wales' Fund up to October 31st was:—£480.00, Ts. 31,119.30, \$18,889.19.

Seven members of the Krupp firm, now in the war zone, have been decorated with the medal of the Iron Cross for the work done by the Krupp howitzers.

The Dutch are taking drastic steps to prevent the smuggling of German contraband. The Customs at Maasricht has seized large quantities of foodstuffs consigned to Liège.

At a meeting of the Philippine Board of National Red Cross it was decided to raise at least P10,000 as soon as possible with the object of sending some sort of Christmas cheer to the families of the men who have fallen in the war in Europe.

According to the *Russkoye Slovo*, a meeting of Moslems has been held in the principal mosque of Petrograd, attended by over 15,000 people, at which a resolution was passed protesting against the unfriendly attitude of the Turkish Government towards Russia.

A Bordeaux despatch to the *Central News* says a report has reached there that the German Commander at Muelhausen, in Alsace, has committed suicide in despair at the fact that he was unable to pass the Vosges. He had previously telegraphed the German General Staff to come and see the difficulties for itself.

M. Pierre Mille, in a letter to the *Temps*, tells the story of a German, captured by a Belgian patrol under a well-known Socialist. Recognizing his captor, the German threw down his arms, saying "Know you? You were treasurer of my syndicate when I was working in Brussels. Well, it is nice to see one another again."

INTIMATIONS

FACE A MASS OF ITCHING PIMPLES

Spread All Over Body. Caused Disfigurement. Cuticura Soap and Ointment Healed Complaint.

40, Church Road, Northolt, Birmingham, Eng.—"My trouble began with little white pimples and when I rubbed them something like water came out of them. They used to itch and burn fearfully and I had no sleep for a good while. They seemed to spread all over my body and face causing disfigurement as my face which was nothing else but a mass of itching pimples. My hands were nothing but a mass of sores and I had to be very particular what I handled or I would have had to cease work. I tried ointments of all kinds and blood purifiers which were of no avail. Then I used the Cuticura Soap and Ointment and am pleased to say that they have completely cured my complaint. Now I can undertake all my work without troubling my hands being sore and I have a clear skin." (Signed) Thomas Harrison, Jan. 22, 1914.

Keep your good looks, keep your skin clear, scalp clean and free from dandruff, hair lustrous and glossy, hands soft and white, nails sound and shapely. Cuticura Soap, with an occasional use of Cuticura Ointment, will promote and maintain these coveted conditions in most cases when all else fails. Besides, its purity, delicate emollient properties, convenience and economy, they meet with the approval of the most discriminating.

Samples Free by Post.—Although Cuticura Soap and Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 22-p. Skin Book will be sent free upon request. Address post-card: F. Newberry & Sons, 27, Charterhouse Sq., London.

[96-23]

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[92]

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS desirous of Subscribing for a SUBSCRIPTION GRIFFIN for the next Race Meeting will oblige by sending their names in to the undersigned on or before the 20th November.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 12th November, 1914. [1347]

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [1845]

THE CATHAY TRUST, LIMITED.

NOTICE IS HEREBY GIVEN that a Petition presented in the Supreme Court of Hongkong, Original Jurisdiction, on the 19th August, 1914, confirming a Resolution reducing the Capital of the above-named Company from £1,000,000 to an amount not less than £300,000 was directed to be heard before His Lordship the Acting Chief Justice, Mr. JUSTICE GOMPERTZ, on the 19th day of November, 1914.

DEACON, LOOKER, DEACON & HARTSON,
Solicitors for the Company.
Hongkong, 11th November, 1914. [1343]

ZIANGBE RUBBER COMPANY, LTD

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on MONDAY, the 16th of November, 1914, at 4 p.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 16th November, 1914, both days inclusive.

By Order of the Board of Directors.
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.
[1344]

WITZKE & COMPANY.

THE MEDICAL HALL.

THE CREDITORS of the above-named Firm are hereby required to send all Claims to the undersigned, who have been appointed LIQUIDATORS.

BENJAMIN & POTTS,
Liquidators.
Hongkong, 7th November, 1914. [1339]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1176]

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For terms, apply to the Headmaster,
HERBERT L. BEER, L.P.C.
[1343]

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AS a going concern, the TOBACCO and CIGAR Business until lately carried on by Mr. G. PRIEN at Hongkong Hotel Buildings.

For full particulars as to Stock, etc., apply—
H. PERCY SMITH, F.C.A.,
Liquidator.
No. 5, Queen's Road Central,
Hongkong, 9th November, 1914. [1341]

FOR SALE.

THE MINERAL WATER Business, with Plant, Stock, etc., recently carried on by HILL BERGDALH & COMPANY at Cross Lane.

For particulars apply—
H. PERCY SMITH, F.C.A.,
Liquidator.
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Hongkong, 9th November, 1914. [1342]

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPHADORES,
15, LEE TUN STREET, West.
Telephone No. 1230.
Hongkong, 27th October, 1914. [1335]

INTIMATIONS

PUBLIC LECTURE AT THE CITY HALL.

A LECTURE, to which all are invited, on "HIGH AND LOW TEMPERATURES," illustrated by experiments, will be given by PROFESSOR C. H. ROBERTSON, at the CITY HALL, TOMORROW (FRIDAY), the 13th November, 1914, at 5.15 P.M.

H. E. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 9th November, 1914. [1335]

ST. ANDREW'S SOCIETY.

MEMBERS are notified that applications for Seats for the CONCERT on St. Andrew's Day are coming in rapidly and that all Seats in the Dress Circle have been taken.

There are still Seats available in the Stalls (\$5.00) and Pit (\$3.00). Special Seating accommodation will be provided in the latter part of the Theatre.

Applications for Seats should be sent without delay to—

A. L. SHIELDS,
Hon. Secretary,
Care of Messrs. SHEWAN, TOMES & Co.,
Hongkong, 9th November, 1914. [1340]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSAGE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [693]

FOR SALE CHEAP.

SEVERAL BAGS OF SLACK COAL. Suitable for use in Steam Launches.

Apply—
Hongkong Daily Press Office,
Hongkong, 29th October, 1914.

WAR MAPS

AND SMALL NATIONAL FLAGS to mark the progress of THE WAR.

FOR SALE AT—
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Hongkong, 15th October, 1914. [1204]

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TO LET.

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Hongkong, 1st November, 1914. [1232]

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3rd Floor, Alexandra Buildings,
Hongkong, 30th October, 1914. [1174]

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10, Des Vaux Road.
Hongkong, 3rd November, 1914. [1319]

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Apply to—
M. J. D. STEPHENS,
18, Bank Buildings,
Hongkong, 16th October, 1914. [1254]

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SATEEN COVERINGS
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Hongkong, 29th October, 1914. [1303]

TO LET.

TWO ROOMS, Third Floor, Prince's Buildings, from 1st December.

Apply—
LEIGH & O'ANGE,
Hongkong, 6th November, 1914. [1330]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [1323]

BANKS

BANK OF CHINA.

GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorized Capital \$30,000,000.

Paid-up Capital \$19,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI AND NANKING: Chinkiang, Yangchow, Wusich, Wuhu, Anching, Tatung, Tsinkiang, Soochow. HANKOW: Shashi, Ichang, Nanchang, TIENKIN: Peking, Tongshan, Luansien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiehshin, Lanchi, Huchow, Ningpo. KAIKONG: Changteh, Sinyang, Loh, Chowkoo. TEINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsientsin, Yikuh, Huiming, Chofoo, Tsingtao. TAIYUAN: Yuncheng, Foochow. CHANGCHUN: Kirin, Moukden, Newchwang, Dairan, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEITANG: PEKING: Ku hua, Suiyuancheong, etc., etc.

CANTON BRANCHES:

Interests allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1248]

INTERNATIONAL BANKING CORPORATION

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LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay. Calcutta. Canton. Cebu. Colon. Hank w. Hongkong. Kobe. London. Manila. Panama. Peking. San Francisco. Shanghai. Singapore. Yokohama.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000

RESERVE FUNDS 4,000,000

(Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

S. S. MARSHALL, Manager

9, Queen's Road, Hongkong, 22nd October, 1914. [959]

TO LET.

TO LET.

OFFICES, in St. George's Building, Second Floor, Immediate Possession.

Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 29th August, 1914. [1087]

TO LET.

NO. 33, CONDUIT ROAD. Six-Roomed House, with Tennis Court from 1st November, 1914.

Apply to—
E. A. CARVALHO,
No. 5, Macdonnell Road.
Hongkong, 29th October, 1914. [1299]

TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.

Apply to—
DEACON, LOOKER, DEACON & HARTSON,
Hongkong, 29th October, 1914. [1305]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kowloon Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 6th November, 1914. [1081]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

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THE VOLUME, which consists of 491

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of historical interest showing the disposition

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PRICE \$3.50.

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BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... .. £1,200,000

Reserve Fund... .. £1,200,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year on shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at $\frac{3}{4}$ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

N. J. STABB, Chief Manager.

Hongkong, 2nd November, 1914. [13]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (23,500,000)

Paid-up Capital... Fl. 17,400,000 (4,150,000)

Reserve Fund... Fl. 6,519,000 (2,542,169)

HEAD OFFICE: AMSTERDAM.

BRANCH AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANKEREN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,

No. 3, Des Vaux Road Central.

Hongkong, 3rd October, 1913. [12]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed Yen 10,000,000

Capital Paid-up 8,750,000

Reserve Funds 8,790,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy. Kinkiang. Shanghai.

Batavia. Kobe.

... goes further and says if the United States cannot get a mercantile marine without offending its...

SHIPPING

ARRIVALS.

OHILDAE, Norwegian str., 1,102, A. Nielson, 11th November—Swatow 10th November, Rice.—Thoreson & Co.
 DALIN MARU, Japanese str., 900, Murakami, 11th November—Swatow 10th November, General.—Osaka Shosen Kaisha.
 HAITAN, British str., 1,630, J. W. Evans, 11th November—Swatow 10th November, Rice and General.—Jardine, Matheson & Co.
 HAKATA MARU, Japanese str., 3,870, N. Kawashima, 11th November—Moji 5th November, General.—Nippon Yusen Kaisha.
 HAZEL DOLLAR, British str., 2,893, M. Ridley, 11th November—Manila 8th November, General.—Robert Dollar Co.
 HOPIANG, British str., 1,350, C. A. Robertson, 11th November—Hohow 10th November, Rice and General.—Jardine, Matheson & Co.
 TAMBOV, Russian str., 2,517, Alexioff, 11th November—Nagasaki 8th November, General.—Russian Volunteer Fleet.
 PREMUS, British str., 4,777, W. R. Bailey, 10th November—Shanghai 8th November, General.—Butterfield & Swire.

PASSENGERS.

ARRIVED.
 Per HAITAN, from Swatow, etc., Miss McCabe and Dr. Balfour.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship
 "ATLANTIQUE"
 Captain Charbonnel, will be despatched for Marseilles, without transshipment, on TUESDAY, 17th November, at 1 P.M.
 Ports of Call—SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ, PORT SAID.
 P. THOMAS, Agent.
 Hongkong, 10th October, 1914. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
 THE Company's Mail Steamer

Carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 20th November, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s Mail Steamer from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the Co.'s Mail Steamer due in London on the 1st January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. LEWETT,
 Superintendent.
 Hongkong, 7th November, 1914. [1]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th

	Previous Day	On Date	On Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	30.10	30.13	30.06
Temperature	74	70	73
Humidity	65	72	62
Wind Direction	East	East	East
Force	4	5	5
Weather	c	—	b
Rain	—	—	—

Highest open air Temperature on 10th .. 75
 Lowest open air Temperature on 10th .. 63

NOTICE TO KOWLOON RESIDENTS.

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 KOWLOON LOOK SHALL, Ferry Wharf
 MOORE HUNG CHEONG, Haiphong Road

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	...	Brit. str.	...	...	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	...	Brit. str.	...	...	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
MARSEILLES VIA PORTS	...	Brit. str.	...	...	MESSEAGERIES MARITIMES	On 24th inst.
MARSEILLES LONDON & SINGAPORE, &c.	...	Brit. str.	...	...	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	NIPPON YUSEN KAISHA	On 19th inst., at 10 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 24th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 24th inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 9th Dec., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	PACIFIC MAIL S.S. CO.	On 1st Dec., at 1 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	TOYO KISEN KAISHA	On 24th Dec., at Noon.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	PACIFIC MAIL S.S. CO.	On 24th Dec.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 14th inst., at 11 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 20th inst., at Noon.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Quick despatch.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 23rd inst., at D'light.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 23rd inst., at 11 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 20th inst., at 5 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 19th inst., at Noon.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Today, at 4 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 15th inst., at D'light.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 17th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 19th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 28th inst., at D'light.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 29th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Quick despatch.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	About 16th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 21st inst., at Noon.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 25th inst., at 8 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 15th inst., at 10 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 14th inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 21st inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 15th inst., at D'light.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 15th inst., at 10 A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 17th inst., at 1 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 14th inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 17th inst., at 4 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 21st inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 24th inst., at 4 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 24th inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Quick despatch.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 15th inst., A.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 23rd inst.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Today.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	Today, at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 16th inst., at 3 P.M.
VICTORIA, B.C., & SINGAPORE VIA SHANGHAI, &c.	...	Jap. str.	...	...	OSAKA SHOSSEN KAISHA	On 14th inst., at Noon.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

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TO VANCOUVER							TO L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liver-pool	Liver-pool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
	—	—	—	—	—	—	—	—	—	—		—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	Meals and Sleeping	£71.10
EMPERESS OF ASIA	Car Berth across	£65 —
EMPERESS OF INDIA	Canada 25 additional	£43 —
EMPERESS OF JAPAN		£45 —
MONTEAGLE		

Hour of Departure.—All Steamers sail from Hongkong at NOON.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. GRADDOCK.

GENERAL TRAFFIC AGENT, CORNER Pedder Street and Praya

WEATHER REPORT.

On the 11th at noon.—Pressure remains high over North China and South Manchuria, and variations are small throughout the area, the general situation differing little from that outlined yesterday.

Strong monsoon will continue to prevail over the northern part of the China Sea.

No returns from Japanese stations.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

Hongkong & Neighbourhood { E. and N.E. winds, fresh; fine.

Formosa Channel ... { N.E. winds, strong.

South coast of China between Hongkong and Lamoocks { The same as No. 1.

South coast of China between Hongkong and Hainan { The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

11th November, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vladivostok	7 a.	30.40	24	50	—	0	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Choshi	—	—	—	—	—	—	—
Weihaiwei	—	30.29	41	63	NNE	1	ob.
Hankow	—	—	—	—	—	—	—
Iohang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Shanghai	—	30.34	52	—	N	2	o.
Shanghai	—	30.29	58	—	N	2	ov.
Shanghai	—	30.22	64	—	N	2	o.
Shanghai	—	30.16	66	63	N	4	o.
Shanghai	—	30.13	71	94	NNE	4	o.
Shanghai	5 a.	30.19	—	—	E	4	o.
Taiwan	—	30.10	—	—	—	—	—
Tainan	—	30.09	—	—	W	4	o.
Koshun	—	30.04	—	—	NNE	10	o.
Pescadore	—	30.04	—	—	NNE	10	o.
Canton	6 a.	30.15	63	92	N	5	o.
Hongkong	—	30.13	70	78	E	1	ob.
Gap Road	—	30.07	—	—	E	5	o.
Macao	—	30.09	63	—	NNE	1	ob.
Wuchow	9 a.	—	—	—	—	—	—
Holchow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	6 a.	30.06	70	—	NNE	5	o.
Tourane	—	30.94	73	—	SSE	2	ob.
Sanct. James	—	30.67	75	—	SSE	5	o.
Apari	—	29.69	74	—	NNE	1	ob.
Manila	—	29.93	74	—	NNE	1	ob.
Legaspi	—	29.50	78	—	N	1	ob.
Iloilo	—	29.51	82	—	NNE	1	ob.
Bacolod	—	—	—	—	N	1	ob.
Cebu	—	29.91	85	—	E	1	ob.
Lubuan	—	—	—	—	—	—	—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	...	About 17th Nov.	Freight and Passage.
SHANGHAI	...	About 19th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	...	Noon 20th Nov.	See Special Advertisement
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	...	About 23rd Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 12th Nov., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 15th Nov., 10 P.M.
SWATOW AND BANGKOK	"CHINKIANG"	On 15th Nov., 10 P.M.
MANILA, CEBU AND ILOILO	"TAMING"	On 17th Nov., 4 P.M.
WEIHAIWEI AND TIENTSIN	"HUICHOW"	On 19th Nov., Noon.
MANILA, CEBU AND ILOILO	"TEAN"	On 24th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "SHAOSING" and the S.S. "LIANGCHOW", "LUCHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th November, 1914

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM (Not calling at Manila) ST. ALBANS	23rd Nov.	On 14th Nov., 11 A.M. On 18th Dec., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

Steamers are despatched Eastward and Westward at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. W. Evans	SATURDAY, 14th Nov., at 3 P.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 17th Nov., at 1 P.M.
"HAIYANG" ...	Capt. A. B. Hodgins	SATURDAY, 21st Nov., at 3 P.M.

* These Steamers will not call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	SUNDAY, 15th Nov., at 10 A.M.
...	...	WEDNESDAY, 18th Nov., at 1 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th November, 1914.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	£96.10.
" " " SAN FRANCISCO	£45. ...	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight apply to—

S. MORIMOTO, AGENT,

TELEPHONE 291.

King's Building.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 26th Nov., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line live fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yaman	SUNDAY, 15th Nov., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	SATURDAY, 21st Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 15th Nov., at 10 A.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 22nd Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 25th Nov., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fan.

These Steamers will arrive at and depart from Sen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 17th November.
MARSEILLES VIA PORTS	ATLANTIQUE	On 17th November, at 1 P.M.
	AUSSELIEN	On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
Nov. 9	...	6 p.m.	Noon.	...	Friday	Thursday
Dec. 7	...	Dec. 5	Dec. 18	...	Jan. 1	Jan. 7
Dec. 7	...	Dec. 14	Dec. 18	...	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£97.	£59.	£44.	£24.	£38.
MARSEILLES	£91.	£53.	£42.	£23.	£36.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
...	about	about	about	about	about	about
...	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 3
...	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON: 1st Saloon: £97. Return: £153. Single: £53. Return: £86.
FARES TO MARSEILLES: 1st Saloon: £91. Single: £46. Return: £81. Single: £43. Return: £76.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUBZ and PORT SAID	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	MIYAZAKI MARU Capt. Torioka	16,000	WEDNESDAY, 2nd Dec., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 17th Nov., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	YOKOHAMA MARU Capt. Komatsubara	12,500	TUESDAY, 1st Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HITACHI MARU Capt. T. Sato	13,500	FRIDAY, 20th Nov., at Noon.
SHANGHAI and KOBE	TANGO MARU Capt. Soyoda	13,500	WEDNESDAY, 16th Dec., at Noon.
SHANGHAI and KOBE	HAKATA MARU Capt. Kawahama	12,500	THURSDAY, 19th Nov.
NAGASAKI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Sakamoto	8,800	MONDAY, 23rd Nov.
KOBE and YOKOHAMA	KAWACHI MARU Capt. Nakamura	12,500	SUNDAY, 29th Nov.
	RANGOON MARU Capt. Nomura	7,000	WEDNESDAY, 18th Nov.
	TANGO MARU Capt. Sakino	12,500	FRIDAY, 20th Nov., at 5 P.M.
	KITANO MARU Capt. F. E. Cope	16,000	MONDAY, 23rd Nov., at 11 A.M.

PASSENGER SEASON FOR 1915.

Steamers	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 23rd Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	18,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May
KITANO	16,000	20th May
PUSHIMA	25,000	3rd June
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

POST OFFICE NOTICE

The New Year Parcel Mail will be closed at 5 p.m. on Thursday, the 19th inst.
Insured Parcels will only be accepted for the United Kingdom.

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 10.30 a.m., on the 20th inst. via SUEZ and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed.

Mails to United Kingdom despatched via SIBERIA take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

The MAIL FROM LONDON (via Siberia) of Wednesday, the 14th ult., is due to arrive here on Friday, the 13th inst.

FOR	DATE	TIME
Hobow, Haiphong and Peking...	Thursday, 12th	9.00 A.M.
Straits, and India via Calcutta...	Thursday, 12th	2.00 P.M.
SHANGHAI and NORTH CHINA...	Thursday, 12th	2.30 P.M.
(EUROPE via SIBERIA)	Thursday, 12th	3.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O.)	Thursday, 12th	3.00 P.M.
5 p.m., Monday, 16th inst.		
Straits, Burma and India via Calcutta...	Thursday, 12th	3.00 P.M.
Saigon...	Friday, 13th	9.00 A.M.
Bandana...	Saturday, 14th	11.00 A.M.
Australia, Tasmania, New Zealand via...	Saturday, 14th	11.00 A.M.
Port Darwin and New Guinea via...	Saturday, 14th	11.00 A.M.
Thursday Island...	Saturday, 14th	2.00 P.M.
Amoy and Foochow...	Saturday, 14th	2.00 P.M.
Philippine Islands...	Saturday, 14th	2.00 P.M.
SHANGHAI and NORTH CHINA...	Saturday, 14th	2.00 P.M.
(EUROPE via SIBERIA)	Saturday, 14th	2.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O.)	Saturday, 14th	2.00 P.M.
8.30 p.m., Thursday, the 19th inst.		
Swatow and Bangkok...	Saturday, 14th	4.00 P.M.
Swatow...	Sunday, 15th	9.00 A.M.
Swatow, Amoy and Tamsui...	Sunday, 15th	9.00 A.M.
Straits...	Monday, 16th	2.00 P.M.
Shanghai, North China, Japan via Meiji...	Tuesday, 17th	9.30 A.M.
Victoria, B.C., Seattle, Wash., and...	Tuesday, 17th	9.30 A.M.
United Kingdom via Canada...	Tuesday, 17th	10.00 A.M.
(EUROPE via SIBERIA)	Tuesday, 17th	10.00 A.M.
(Tientsin-Pukow Service Shanghai Brit. P.O.)	Tuesday, 17th	10.00 A.M.
11.30 a.m., Monday, 23rd inst.		
SAIGON, STRAITS, BURMA, CEYLON, AUSTRALIA, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE...	Tuesday, 17th	10.15 A.M.
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Swatow, Amoy and Foochow...	Tuesday, 17th	1.00 P.M.
Philippine Islands...	Tuesday, 17th	3.00 P.M.
Straits, Ceylon and Europe...	Wednesday, 18th	9.00 A.M.
Swatow...	Wednesday, 18th	9.00 A.M.
Wellington and Tientsin...	Thursday, 19th	11.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via...	Friday, 20th	10.00 A.M.
Thursday Island...	Friday, 20th	10.00 A.M.
STRAITS, BURMA, CEYLON, AUSTRALIA, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE...	Friday, 20th	10.00 A.M.
(Late Letters 10.30 A.M. to 11 A.M., Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel Mail will be closed on Thursday, 19th inst., at 5 p.m.		
Amoy and Foochow...	Saturday, 21st	2.00 P.M.
Philippine Islands...	Tuesday, 24th	3.00 P.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island...	Tuesday, 8th	11.00 A.M.

LOCAL AND REGULAR MAILS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai Po...	10.00 A.M.	9.00 A.M.
Cheung Chow (Long Island)...	4.00 P.M.	
Shatsukok, Shatin and Sheungshui...	2.00 P.M.	
Aberdeen, Antau, Ping Shan, Sai Kung, Santa, Stanley and Tai O...	4.00 P.M.	
	4.30 P.M.	
Canton, Wushow and Sam Shui...	7.30 A.M.	4.00 P.M.
	4.00 P.M.	
	Except Saturdays	
Macao...	7.15 A.M.	5 P.M., Saturdays for despatch on Sundays.
	1.30 P.M.	
	4.00 P.M.	
Kamohuk and Kongmoon...	Except Saturdays	4.00 P.M.
	Saturdays	
Nantau and Sammei...	4.00 P.M.	4.00 P.M.
Shamohua...	10.00 A.M.	9.00 A.M.
	4.00 P.M.	

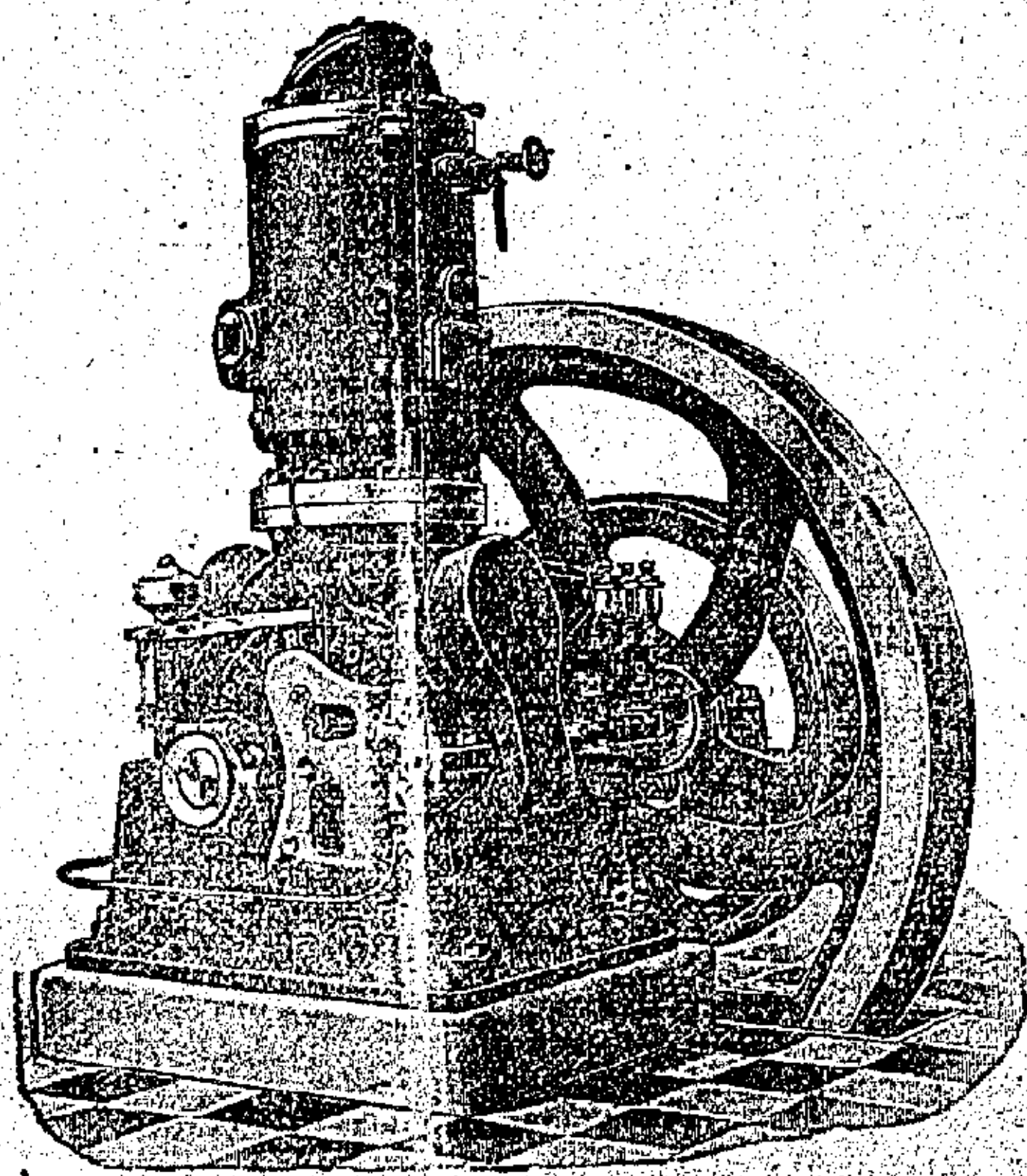
In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION.—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.

For Registration late fees by contract Packets, see time of closing above.

WM. C. JACK & CO., LTD.

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES

AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken
Electro-Plating in all its
Branches

COMMERCIAL.

CLOSING QUOTATIONS.

November 11th.

ON LONDON.—	
Telegraphic Transfer	101
Bank Bills, on demand	184
Bank Bills, at 30 days' sight	184
Bank Bills, at 4 months' sight	183
Credit, at 4 months' sight	179
Documentary Bills 4 months' sight	174
ON PARIS.—	
Bank Bills, on demand	214
Credit, at 4 months' sight	224
ON GERMANY.—	
On demand	nom.
ON NEW YORK.—	
Bank Bills, on demand	42
Credit, at 60 days' sight	nom.
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank, on demand	129
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank, on demand	129
ON SHANGHAI.—	
Bank, at sight	77
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	84
ON MANILA.—	
On demand	73
ON SINGAPORE.—	
On demand	103
ON HONGKONG.—	
On demand	nom.
ON BANGKOK.—	
On demand	90
GOVERNMENT, Bank's Buying Rate	\$11.40
GOLD LUMP, 100 fine, per tola	\$58.50
BAR SILVER, per oz.	22

SUBSIDIARY COINS.

Hongkong... 20 cents pieces	\$16.00 discount.
Hongkong... 10 "	\$16.30 "

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

THURSDAY, 12th NOVEMBER, 1914.

8 a.m. HONAM. 5 p.m. KINSHAN.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 13th NOVEMBER, 1914.

8 a.m. HEUNGSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI AN, Tons 1,851. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 15th NOVEMBER, 1914.

The Company's New Steamship "TAISHAN" Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 3 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. NANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: "GUJARAT" 25th Nov. FROM COLOMBO: 17th Dec. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS. For rates of Freight and Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENCE AT THE OUTPOSTS, A Comprehensive and Complete Report of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

新外中港香
CHUNG NGOI SAN PO (Chinese Daily Press),

PUBLISHED DAILY

is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

The Fascination of the East

is brought home to you in the perfection to which Egyptian Cigarettes have been brought by Messrs. MASPERO, FRERES in their two brands known as

Bouton Rouge and Felucca Egyptian Cigarettes

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9.15 p.m.—A. D. C. at the Theatre Royal.	— "The Blue Bird."
Sunday, 15th Nov.—	Noon—Hongkong Jockey Club Extraordinary General Meeting.
9 p.m.—Al Fresco Fête in the Compound of the Roman Catholic Cathedral.	

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